

JAPAN.

[FROM OUR CORRESPONDENT.]

Tokyo, 23rd January.
TOKYO STREET RAILWAY AND FOREIGN CAPITAL.

Sir Malcolm MacEacharn, of Messrs. MacEacharn & Co. of London and Melbourne, has, acting on behalf of a British syndicate, almost concluded an arrangement with the electric street railway of Tokyo in virtue of which the British syndicate will supply the Japanese company with the capital it badly needs. This company was originally floated with a capital of 800,000 yen, but on account of a great extension in its scheme of operations a capital of six million yen became necessary; and, as this sum could not be raised in Japan despite the undeniably bright prospects of the railway, it became necessary to introduce foreign capital. Mr. Kondo, President of the Nippon Yusen Kaisha, interested himself very much in this matter during his recent trip to Europe and the result is that Sir Malcolm MacEacharn is here to-day negotiating. He has already drawn up the proposals which he wishes the Japanese company to sign, and though they may emerge in a slightly modified form from the discussion which is now carried on about them, I think I may briefly give them here. In the first place I should state that the London syndicate which Sir Malcolm represents is to be made into a company in accordance with the English law, that its shares are to be taken up by the shareholders of the Tokyo company, and that it will be under the same directorate and work with the same capital as the Tokyo company. One-quarter of the share capital is to be subscribed by Japanese, the other quarter by foreigners, while the remainder is to be raised by issuing debentures. These debentures will be floated by the London company, which is also to have the privilege of supplying the company with the material it wants. Important conditions are that the staff of directors and auditors shall consist of an equal number of British and Japanese; and that the chief engineer on the work of construction is to be a Britisher and to remain in the employment of the company for two years after the conclusion of the work of construction.

It will be seen that the dual arrangement under which the two companies work together is a very ingenious one. The London company's shares are to be taken up by the shareholders of the Tokyo company and payment for these shares is to be made, not in cash, but with the shares of the latter company.

THE DIFFICULTY.

The one difficulty in Sir Malcolm MacEacharn's way is the suspicion with which the conservative section of the Japanese regard any association of their countrymen with foreigners for business purposes. On the 16th inst. for example, the *Hochi Shimbun* of Tokyo published an article on the negotiations above referred to, in the course of which it alluded to foreign possession of shares in Japanese enterprises as an event of the most ominous description, and tried to make out that Baron Sone, the Minister of Finance, was guilty of "an atrocious attempt to sell the country" because he favoured the negotiations. Baron Utsomi, the Minister of Home Affairs, Mr. Okada, the President of the Electric Tramway Company, and others also came in for some hard knocks. Even the *Tokyo Asahi*, which is fairly impartial in this matter, remarks that while, in introducing foreign capital, it would be preferable to arrange matters so that it would be entirely in the control of Japanese, such a course is at present impossible. In short, the publication of Sir Malcolm MacEacharn's proposals has raised a storm in the vernacular Press which evidently wants foreign capital but not the foreign capitalist. Even so enlightened a man as Baron Iwasaki, the head of the Mitsui Bishi firm, objected to Sir Malcolm's proposals on the ground that he thought such undertakings as gas-works, water-works, tramways, &c., were of the nature of national undertakings and should be kept strictly in Japanese hands. The matter is now becoming a political question, for the Progressives have commenced to investigate it, and other parties are doing the same.

The principal fear of what I may call the conservative section of the Japanese is that the foreigners will acquire too much power in the capital of Japan; but they say that they are only afraid that wealthy foreign capitalists will, if they are allowed to have anything to do with the control of the electric railway, act in such a manner as will prejudice the interests of their poorer Japanese fellow-shareholders, as for instance by setting up large sums for reserves and thus diminishing the rate of dividends. The very idea of such a thing happening, turns the blood of a Japanese shareholder cold, for he is accustomed to put hardly anything at all in his reserve account, with the result that the railways and other public works in which he is concerned suffer considerably. The Japanese of whom I speak are also afraid that, with unlimited capital at their back, the foreign shareholders may ultimately succeed in getting the whole control of the electric railway.

To do them justice, most Japanese see clearly, however, that there is no ground for these apprehensions in the present instance as even foreign shareholders will hardly be so disinterested as to propose setting apart as a reserve fund more than the six per cent. of net profit required by the Home Office. And even if the whole control of the concern

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passed into the hands of foreign shareholders, there would be nothing to be frightened at, as the whole plant, etc., is to revert to the Municipality after the Anglo-Japanese Company has run the business for 50 years. In other words the corporation is to get *gratis* from foreign capitalists a valuable and profitable street traffic business.

I have judged it worth while to write at this length on the electric railway question, for the introduction of British capital to Japan is a very important matter; and besides, I think that the many Scottish readers of the *Hongkong Daily Press* will be interested in this important scheme in which a man with a name like Malcolm MacEacharn plays the leading part and in which, if all goes well, engineers with names quite as Scottish may have a good deal to do.

COREA.

[FROM OUR CORRESPONDENT.]

Mokpo, 17th January.
THE JAPANESE MINISTER REDEEMED.—The Japanese Minister at Seoul has sent a communication to the Korean Foreign Office with reference to three separate items:—(1) The excessive *lethu* dues levied at Mi-yang, on the Mak-tong River, which are a serious obstacle to Japanese trade, (2) The hostility to use the Daichi Ginko 5-yen bills evinced by the Koreans on account of the Government's opposition to these bills, (3) The necessity of sending a Korean Minister to Tokyo to take up that important post, at present in the hands of an Acting Minister only.

COREA'S POPULATION.

An investigation in the nature of a census at the end of 1902 showed that there are in Corea 2,465,178 houses with a population of 5,782,846—the latter an increase of 67,562 since the last enquiry.

AN IMPERIAL FINANCIER.

It is said that, there being no proper successor to the post of Finance Minister, His Majesty the Emperor will himself directly control the Department.

HONGKONG IN 1902.

The *London & China Express* of the 2nd January writes of us as follows:—

The Colony maintains its position as the central British interest in Far Eastern waters, and it is heartily to be desired that its sanitary record could be a little brighter. The arrivals of a plague expert (whatever that may imply), a sanitary expert, and Japanese doctors do not seem to have driven away the visitation. The real source of the plague has been known for some time to be rats, and it seems strange that a war of extermination has not long ago been brought their number to the smallest possible limit. Stranger still is it to find the assistant surgeons engaged on the spot in the investigation of suspicious deaths cut down in number. A new Sanitary Board with advisory powers only is recommended by the experts; but their chief recommendations concern the housing, and therefore of necessity the sanitation of the population. The motto on the entrance to the Happy Valley Graveyard at Hongkong, "*Hodie mihi, cras tibi*," is illustrative of the uncertainty of life in the early days of the Colony; but if the authorities will only take for their text "*Sanitas, sanitas, omnia sanitas*," the words will be more nearly in line with modern sentiment, and may yet show an excellent way out of plague troubles.

It is somewhat remarkable that the sanitary condition of the Colony seems to retard its business and social advances so little. The foundation block of the extension of the naval yard has been laid. An electric tram all round the island is spoken of in the near future. A scheme is afoot for the establishment of a school for the better education of European children, while the elasticity of the Empire is illustrated by a reported contract for the conveyance of troops to Hongkong via the Canadian Pacific line, and by the inauguration of the new Sikh and Hindu Temple. The new territory progresses favourably, due regard being paid to the necessity for sound administration and for an ability to issue valid titles to intending land purchasers. The spectacle of a water famine in Hongkong, seems almost impossible to conceive, but it occurred, and it reflects no credit on the authorities concerned. The establishment of new banks—the Guaranty Trust Company of New York, the Russo-Chinese Bank, and the International Banking Corporation—is a bold step, considering the banking interest, in which Hongkong takes pride; but competition seems inevitable in modern days, and a little blood-letting may do good to all.

THE GERMAN INVASION OF AFGHANISTAN.

The *Bourne Gazette* comments on the fact, which, it says, has been rendered obvious by recent debates in the British Parliament, that Great Britain and Germany now share the business of supplying Afghanistan with guns, rifles and other arms, whereas up to 1901 the former was alone in the field. The journal then goes on to refer to the rapid extension of German trade in countries where Germans gain a footing, and says that Germany, having now undertaken to supply Afghanistan with arms, will no doubt not lose much time in flooding that country with other products of her industry. After attributing the German invasion to the action of Great Britain in keeping Afghanistan closed to Russian products, the *Bourne Gazette* declares that such a state of affairs is altogether abnormal from the point of view of the interests of Russia, which has spent so many millions in opening up Central Asia, and that therefore the settlement of the question of the establishment of a Consulate or some other form of Governmental representation is now more imperative than ever. This question, the journal concludes, must be brought forward in a rational manner, as it is becoming more and more apparent that Afghanistan, like many other countries, finds itself the object of one of the numerous Anglo-German schemes which have been accumulating since 1893.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 17th ult.

Many poor were frozen to death during the extreme cold in Peking about ten days before. News keeps dribbling in that Russia will completely evacuate Manchuria by the 1st of the 3rd Moon. It must be understood this evacuation will be on the lines so graphically laid down by Dr. Morrison.

Viceroy Yuan is reported to be sending the cap round among the Viceroys and Governors to raise funds for the rebuilding of the Peking gates. Chihli has contributed Tls. 50,000.

One of the P. Times recommends the Empress Dowager to cancel the order for the special examination next year, as so many useless men have been recommended for it, and the special object for it was to obtain good officials without loss of time. The Prince suggests that men henceforward be held strictly responsible for their efficiency.

Viceroy Yuan and Chang Chi-tung, says *L'Impartial*, are said to have jointly memorialised against the Minister of Education, Chang, for accepting pupils of Kang Yu-wei. He volunteered to give up the post, and invited them to take all responsibilities.

Two cases have recently occurred in Peking of a man dead body being packed in a trunk and left in some lonely place. This is, we believe, a new phase in Chinese crime, though sadly familiar in the West.

The *Chih Pao* states that it is said in Peking the Government intend to enrol 20 or 30 battalions of Mohammedan troops, as they are much harder in service than the Chinese.

The Customs Tooti has notified all Consuls that foreigners holding land outside the foreign settlements must report the same to the Chinese authorities and have it duly surveyed and registered.

The Government, finding the resources of taxation becoming limited, is considering a proposal made by one official to tax secondary wives at the rate of Tls. 100 a piece. It seems hardly probable that even desperate straits will bring this to pass, however. What a pity it is that some official does not suggest the practical remedy of reducing Court expenses!

The Mohammedan anti-footbinding Society started in the west of the city, are circulating their regulations and gaining adherents.

The Russians have applied to the Chinese to export salt to Vladivostok, and the Viceroy has instructed to arrange the matter. The local salt merchants are much excited over the order, which is the first ever received by China for salt.

The natives are not particularly grateful for the introduction of gold cash here, as the exchange is only some 750 to the dollar and they find the purchasing power of the Mexican limited accordingly.

MUTINY ON AN EMIGRATION STEAMER.

The *Singapore Free Press* of the 23rd ult. writes:—

On the arrival of the *Tsintan*, a N.D.L. boat trading between Bangkok and Singapore this morning, it was reported that a mutiny had occurred on board whilst the vessel was on her journey here. It appears that the *Tsintan* left Pakhoi bound for Bangkok in ballast and having on board 1,336 coolies whom it was intended to land at Muntok. When the ship arrived in this port, however, the coolies as one man refused to leave the vessel and go on shore. They stated that they had been told the ship was going to Singapore and they were willing to go there but they would not go off at Muntok. The Headman had been tied up by some of the men and threats were used against his life, and the officers of the ship were unable to rescue him. On the afternoon of the day of arrival at Muntok the men broke out in open mutiny, and matters began to look dangerous. They stormed the bridge-deck despite the efforts of the officers and crew to keep them back. Seeing it was impossible to get them in hand with the means at his disposal Capt Koch sent for assistants, and the Dutch authorities sent off a lieutenant and twenty soldiers who boarded the ship accompanied by the Harbour Master. The coolies were for the time being pacified, but the Dutch authorities refused to take them on shore as they were unwilling, saying that the coolies were free men and not slaves. The coolies were then formally asked if they wished to go ashore and as they said no, the Harbour Master ordered the Captain to get up steam and the ship left the harbour. When they saw that the vessel was going to Singapore the men appeared satisfied and gave but little more trouble. The *Tsintan* arrived here towards midday and remained on in the roads until communication could be established with the Chinese Protectorate here as regards what is to be done with the men.

On the 24th ult. the *Free Press* gave the following additional news:—Yesterday evening the coolies who mutinied on the *Tsintan* and refused to land at Muntok were landed from the steamer and taken to the Chinese Protectorate under Police escort. On arrival at the Protectorate Mr. Evans had them examined and then distributed them amongst the various licensed immigrant depots, from which they can be hired out at rates fixed by Mr. Evans. The coolies have behaved in a very orderly manner since their arrival here, and indeed seem delighted to be in Singapore. Any one needing labourers should apply at the Protectorate. Mr. Evans has not concerned himself as to their reasons for refusing to go to Muntok, this being beyond his jurisdiction, and the coolies will be treated as ordinary immigrants. The vessel leaves for Bangkok to-day.

The New York policeman, it is said, can, when he chooses, be exceedingly explicit. The story is quoted of the man who was to a Broadway policeman, "I want to go to Fulton Street," and to whom the officer retorted, "Well, why in thunder don't you go, then?" but the teller adds that he does not believe it. "In the first place, a Broadway policeman would never use such a manly-pamby expression as 'thunder,' and in the second place, I asked one the other day how to get to Frills and Ribbing's new store, and he was most explicit and discerning. He said, 'Any old car, lady. Guess you're from Jersey!'"

THE MARCONI SYSTEM IN A NUTSHELL.

The principle of this wireless telegraphy may be briefly stated thus:—The waves of electric currents passed through a wire set up vibrations in the ether which fills all space. These waves or vibrations are gathered up by wires at the receiving station, and delicate instruments record the pulsations with such accuracy that they reproduce the exact signs made by the sender. To facilitate the transmission of these waves through the atmosphere the sending and receiving wires have to be raised on high poles. Those at Cape Breton are 215ft. high.

The latest endeavour is to so "tune" the sending and receiving instruments that it will be possible for several to use the same wire. One receiving instrument will only take messages sent by another instrument "tuned" to the same pitch, that is, sending vibrations of a given length and frequency. Other instruments will work at different "pitches" and three or four messages may be passing simultaneously.

The other day a man wanted to telegraph to a ship a thousand miles at sea, and was amazed to learn that, though the system could carry a thousand miles out. The difficulty was that this particular steamer's gear was only suited to shorter distances, and could not take a message over so great a space. One steamer was spoken 150 miles away when equipped with receivers specially adapted for the purpose.

The system is now in use for land telegraphy in the Congo Free State, and at Honolulu communication is kept up with surrounding islands by Marconi telegraphy.

The managing director of the Marconi Company was asked how soon the public would be allowed the privilege of sending messages, at what speed the messages already transmitted were sent, and whether the service would be liable to interruption by thunderstorms or other electrical disturbances?

To the first question Mr. Hall replied that the instruments would be busy for some time with official correspondence and complimentary messages, and it was not possible to fix a date for the public opening of the service. On the question of speed Mr. Hall declared that it was now only a matter of doubling, tripling, or quadrupling the instruments. With the old coherer a maximum of 25 words and an average of 15 words a minute had been secured. With the new magnetic detector the speed is about 35 words. The company is now making contracts, and large contracts too, "conditional on the successful demonstration of our ability to send and receive simultaneously different messages through differently tuned instruments connected with the same aerial wire."

This is in effect a promise that the difficulty of "tuning" has been successfully overcome. It has been continually said that "tuning" is a failure, but the making of these contracts, as Mr. Hall pointed out, is a substantial answer to such allegations. As for the danger of atmospheric interruptions, Mr. Hall pointed out that the company will contract to send messages under any atmospheric conditions. It is possible for the Marconi system to work in a thunderstorm and in semi-tropical countries where other systems are completely interrupted. The company's next development will be another long distance service for public use, the contract for which is now being arranged with a foreign Government.

KHARBIN.

A correspondent of the *Nouvelles Vrenges* gives an extremely interesting account of the present aspect of the Russian town of Kharbin or Kharbin, as the Russians spell it, the controlling centre of the Manchurian Railway.

In Manchuria, as everywhere else in Asia, Russia acts upon a fixed principle of avoiding existing towns, and taking her roads or railroads several miles away from them. In this manner in a few years, more or less, according to the anxiety of the Government to consolidate their power in the district in question, a new town arises, purely Russian, and in the natural course of events completely eats the heart out of the ancient centre. The station of Kharbin is no exception. The correspondent proceeds:—

"This new town is already planned out. Its centre is the church, a handsome pile standing on an eminence, of beautiful design, and built of wood, visible from all sides round for a great distance. About it is a spacious square, already planted with trees, and on its sides are handsome brick buildings, with straight streets of which the roadways are laid with broken brick, and the wide trottoirs are lined with poles for the telegraph, the telephone, and the electric lighting power. The Government buildings are a wonder to the eye for their size, and among the largest of them all is a huge erection for the control of the China Railway, while a no less colossal erection is that of the branch of the Russo-Chinese Bank."

The Chinese are taking their captors captive, and the Russian *motjil* cannot earn his salt alongside the swarms of cheap and sober Chinamen. The writer notes another characteristic feature of Russian culture, whether in the East or nearer home. Every provision is already made in the heart of Manchuria for the familiar systems of State-protected rice and the ubiquitous vodka-shop, without which the Russian finds life insupportable, but there are no newspapers, no books to be had, and no other species of recreation of any kind besides the two just mentioned. Underscored circumstances it is not surprising that the Russian, who is not drifting into that class which Maxim Gorki has immortalised as "barefooters," and the labour and the profile of the entire settlement are in the hands of the native Chinaman. A still more serious feature noted is that the Chinese seem to be losing the wholesome respect for the Russian which certain sharp experiences of a few years ago inculcated in a way which the world has not heard of since the days of Genghis Khan. After making all allowances for the point of view of the writer, it is plain from his account that Russia has problems to face in China which cannot but be regarded as serious.

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[166]

THE NOBEL PRIZE.

Alfred Nobel was the remarkable member of a remarkable family. His father, Emanuel Nobel, was invited from his native Sweden to Russia to arrange the torpedo defences of Kronstadt in 1857, and started a big ship-building business under Government auspices. As that business did not prosper he returned to Sweden, leaving his son Ludwig to wind it up. Ludwig wound it up, but remained in Russia, and made a large fortune by developing the Baku oil-wells. He invented the system of conveying the oil from place to place in tanks instead of barrels. We see a monument to his memory wherever oil is delivered at our doors. Alfred Nobel, his younger brother, devoted himself to the explosive industry. After his own laboratory had been blown up by nitro-glycerine, he made experiments, and discovered that if powdered charcoal was mixed with the nitro-glycerine it became comparatively safe to store and handle. The resulting compound was what we know as dynamite. Out of dynamite, and out of a smokeless gunpowder which he also invented, he made a fortune of £2,000,000, and on his death he left the greater part of it for the institution of the famous Nobel prizes.

THE NOBEL PRIZES.

The Nobel prizes are five in number, are awarded annually, and are of the value of about £8,000 each. One of the prizes is for chemistry, one for physics, and one for medicine. There are also prizes for literature, and for services rendered to the cause of peace and international fraternity. The awards are to be made without distinction of nationality. Let it not escape anybody is at liberty to send in his name as a competitor. The names of candidates must be submitted on their behalf to the Carolin Institute by such learned or literary societies as the Carolin Institute may apply to from year to year. In this way the task of the examiners is simplified as far as possible. They, nevertheless, are enjoined to take the best part of a twelve-month to read the works of the competitors, and weigh their claims. In order that it may be worth the while of the best man to give his best energies to the discovery of the most deserving candidate, the Carolin Institute has an endowment of £70,000 to cover the expenses. The whole organisation is under the supreme control of the King, who with his own hand, signed the by-laws governing the endowment.

One is pleased to see an Englishman winning a prize in such a competition. In 1901—when the first distribution was made—there was no English prize-winner; but in 1902 the award for medicine fell to Major Ross. The name, very likely, means nothing to many readers of this page. Major Ross is only an Army doctor; and it is not, as a rule, to Army doctors that we look for important medical discoveries. If you are out after sundown on the Roman Campagna you catch it almost to a certainty. In certain parts of India, and on the West Coast of Africa, it is the ever-present danger. Everybody gets it, and the first attack gives no immunity against a second. It comes again and again. The strongest constitutions are gradually undermined by it. It is a worse enemy than cholera, than dysentery, than even the dreaded "Yellow Jack." It effectively prevents colonisation in some of the most fertile quarters of the globe, and cripples the energy of man who can find a means of coping with man who has conquered new worlds for civilisation. Until the other day nothing was known about malaria except that quinine cured it. Some attributed it to the drinking of contaminated water, others to the exhalations of decaying vegetation, others to the exhalations of newly upturned soil. Then people began to wonder vaguely whether mosquito bites had not perhaps something to do with the disease. But Major Ross was not satisfied with wondering vaguely. He went to Calcutta to investigate. He not only observed the cases, but he dissected the mosquitoes. His laboratory experiments established two things: First, that the mosquito bite was at any rate

one of the agents in disseminating malaria; secondly, that the poison was not carried by all mosquitoes, but only by a particular kind of mosquito, called *Anopheles*—a Greek word meaning a mosquito that one has "no use for." The next experiments were made in Italy. An Italian doctor, Signor Grassi, spent the worst part of the year, with five other persons, in the worst district of the Campagna. They breathed the same air and lived the same lives as the other inhabitants, except that at night they retired within a mosquito-proof hut. The result was that, while everyone else in the village suffered from malaria, they were all exempt from it. The connection between malaria and the mosquito, that one has no use for was now as conclusively established as any truth in medicine can ever be.

But the work of Major Ross was not completed. He wanted to see whether it was possible to suppress malaria by killing the mosquitoes. It was not such a hopeless task as might be thought, as the breeding places of the beast are easily discovered, and it does not fly far away from them. He went to Freetown, and instituted a regular campaign against the mosquito larvae. They breed in stagnant pools, and thousands of negroes were employed in filling up these pools, or pouring petroleum upon them. The time came when Major Ross was able to report that it was almost impossible to find any more mosquitoes of the poisonous kind in Freetown, and that "a little perseverance will enable us to abolish these malaria bearing insects." In short, the conquest of the new province for European civilisation has begun.—*T. P.'s Weekly*.

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Telephone, 5th January, 1903. [342]

CARBOLINUM-AVENARIUS
USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LETGENS, EINSTAMANN & CO.
Sole Agents for China.
Hongkong, 1st July, 1902. [344]

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SHEWAN & CO.
Hongkong, 14th February, 1903. [18]

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INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPORTS.
A COMPREHENSIVE AND COMPLETE RECORD
OF THE
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
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INSURANCES

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [113]

GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF DRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN AND
CHINESE RISKS.

HOTZ, STABO & CO.,
Agents.
Hongkong, 1st September, 1902. [237]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.

DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security \$325,710
Total Losses Paid \$46,769,249

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 22nd July, 1902. [142]

SCANDINAVIAN FIRE INSURANCE
COMPANY, LTD., LONDON.
FOUNDED 1710.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [26]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to ACCEPT FIRE
and Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 20th May 1895. [27]

"L'URBAINE"
FIRE INSURANCE COMPANY, LTD.
(Established 1835.)

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at current rates.

P. LEMAIRE & CO.,
Agents.
Hongkong, 7th February, 1901. [73]

TRANSATLANTIC FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FIRE and Foreign
and Chinese Risks against FIRE at Current
Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [25]

NORTHERN ASSURANCE CO.,
ESTABLISHED 1836.

THE Undersigned AGENTS of above Company
are prepared to accept First-class Foreign
and Chinese Risks against FIRE at Current
Rates.

TURNER & CO.,
Agents.
Hongkong, 14th January, 1903. [246]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1890. [29]

NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902. [1795]

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24 Maps and Plans,
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80 Illustrations,
10 Maps; 5s.

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80 Illustrations
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Visitors to Brighton, Eastbourne, Hastings,
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Worcester, Gloucester, Landisdown Wells,
Llangelli, Aberystwyth, Towy, Bournemouth,
Dorchester, Dorset, Dorchester, Dorset,
Llandudno, Ebbw, Bournemouth, Isle of
Wight, and Channel Islands should use
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1s. THE HOTELS OF THE WORLD.
A Handbook to the leading Hotels throughout
the World.

Llangelli: DARLINGTON & CO.
LONDON: SIMPKIN & CO. [1177]

MADAME HUMBERT AND THE
PHANTOM MILLIONS.

There is nothing in the birth of this woman
to explain her tremendous success. She is the
child of poverty-stricken and not very reputable
parents; she is not a Princess Radziwill
standing almost on the steps of a throne, and
with the noble blood of Russia and Germany in
her veins. She is not even a De la Motte, the
heroine of the necklace scandal which helped
poor Marie Antoinette on to the guillotine; for
De la Motte, though poverty-stricken, was a
daughter of kings; had received the education
of a convent; was a gentlewoman, though a
fallen one. Theresia Daurigine had been
brought up as a peasant, and she remains a
peasant. She has never succeeded in speaking
grammatically, and she has the dreadful pro-
nunciation and accent of the Gascon peasant.

HER DEFECTS OF SPEECH.
She has only to open her mouth, and you
know that she is common in origin, common in
mind, common in everything. She herself is so
conscious of this, that now and then she laughs
—a little grimly, perhaps—but she laughs at
her own defects. Once she asked a celebrated
actress to teach her how to recite a certain
poem, romantic and melodious; and when the
familiar smile of the actress pointed to the
enormous contrast there would be between the
refinement of the words and the horror and
vulgarity of her accent, she excused herself
somewhat awkwardly by the statement that she
only desired to attempt this task because she
wanted to do something to please the husband
she adored.

HER PHYSICAL DEFECTS.
She has always had other physical and mental
peculiarities which have helped to increase the
success of her ungodliness and commonness.
Through some thickening of her tongue she had
a lip which enabled her from pronouncing pro-
perly a number of words. And the expres-
sion of her face could be made to look so
soil and vacuous that it was impossible
to suppose her anything but a simple,
credulous peasant—the fore-doomed victim
of every joke and of every scandal. All
peasants are supposed by the Parisian to be
more or less stupid; but no peasant was ever so
stupid as Theresia Daurigine looked. Yet some
of these physical and other disadvantages were
among the most potent of her weapons in her
great summary of deceit and fraud. A lip
accompanied as it was in her case by something
of a stutter, is always useful to the rogue; the
lip, especially in a woman's mouth, increases
the sense of her simplicity; and the stutter has
always proved useful to the male or female
villain—it gives them time to find the words by
which they conceal their thoughts or explain
their contradictions.

HER FEATURES.
The forehead is high and smooth; the hair
is brushed back from it, so that it is all dis-
played; the complexion is pallid; the eyes,
though they are black, do not seem to have
struck anybody by their brilliancy; in fact,
commonness and commonplaces are, therefore,
the dominant notes of everything about the
woman. Sufficiently slender in her youth, she
developed in middle age the stoutness which is
the Nemesis of the middle age of so many
Frenchwomen. And this obesity helped
further to accentuate the commonness of her
appearance. She looked either like the typical
cook or the typical small shopkeeper, who sits
and pants behind the cashier's desk in so many
French shops; one French writer, who knew
her well, said that when you looked at her
ample waist, you were rather surprised not to
see there the bunch of keys which is the
symbol of the housewife's housekeeping. Others
who knew the woman for years never paid much
attention to her; she seemed simply a vulgar
nobody, addressed as peasant, one of the common
and senseless rich where good fortune seems an
offence.

HER CONVERSATION.
A woman can be illiterate and have a vile
accent, and yet display the strength of her in-
tellect in her conversation. It was not so with
Theresia Daurigine. Her conversation, like her
person, was common and, perhaps, commonplace;
it was vulgar, trivial, incoherent; it revealed
brutality of ideas and of character; the fish-bug
evidently lay near the surface; and when the
occasion required the fish-bug burst forth, and
there came a torrent of definite vituperation,
then which shocked, horrified, and often bright-
ened. It was then, perhaps, that keen observers
had some suspicion of the boundless forces
that underlay all this commonness and
commonplaceness.

A GREAT TEMPERAMENT.
Essentially Theresia Daurigine was a great
temperament; that is the key to the whole
mystery. How can I define what is meant by
temperament, especially in a woman? I can no
more explain it and its effect in the case of
Madame Humbert than in the case of
Napoleon. When he, at twenty-six, was
appointed Commander-in-Chief of the Army
in Italy, he was able to cow by one look of his
terrible eye all the Generals, old and young,
whose disappointed ambition and burning and
corroding envy would have been as merciful to
him as though he were a lamb and they a cage
of tigers. These are mysteries in the abysses
of our nature, like the secrets of love between
man and woman, which lie too deep for full
explanation. Suffice it to say, that Madame
Humbert was essentially, as I have said, a great
temperament. She commanded and controlled
everybody with whom she was ever brought
into close contact.

IN HER FAMILY.
Her husband was miles above her in station,
in education, in manners; he was, in short, a
gentleman, and she but a common peasant; but
he was as clay in her hands, and whenever he
attempted to interfere, she contemptuously told
him to go and mind his fishing. She was the
man of business, he was the dreamer and the
wandering, who were brazen when he ought
to have been in petticoats. So early with the
other members of her family. One of her
sisters played a part for her with as much
deceit as the night she wore a doll pulled by
wires, one of her brothers went on errands as
though he were a servant; another brother
was one of her chief confederates, and he

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**CALVERT'S
CARBOLIC
Tooth Powder.**

A unique and efficacious preparation for
cleansing the teeth and strengthening the gums.

F. C. CALVERT & Co., Manchester, Eng.

[2594-1]

enabled at her look. One can see his shivers
through the lines of one of his letters, in which
he asks a friend not to mention some piece of
neglect on her part.

HER EXTRAORDINARY INFLUENCE.
These are triumphs of a strong temperament
over the members of her own family; but they
are poor and weak things compared with her
triumphs over strangers. This common crea-
ture, with the obese person, and the vulgar
accent, and the turbid talk, succeeded in fooling
and robbing the most experienced bankers, the
hardest financiers, the great and multitudinous
tribe of hard-eyed, hawk-nosed money-lenders—
for a quarter of a century; fooled also the
acutest minds in France; the highest judges,
the greatest lawyers, the most influential
politicians—kept at bay even that hungry army
of jewellers and dressmakers and house-agents,
who, in Paris, have, as a rule, as much money as
the asphalt that stretches on the street—in
short, for the longest time on record, baffled
pursuit, enquiry, investigation, creditors, all
the human bloodhounds of the law, finance, and
trade.—T.P.'s Weekly.

THE LATE DR. TEMPLE.

Many amusing stories are told of the late
Archbishop, especially of his almost crushing
bluntness. A clergyman who had been offered
a bishopric once consulted him. "I'm not
much of a preacher," he said. "I know
you're not; I've heard you," was all the com-
fort he got from Temple, who hated dull ser-
mons. A lady explained to him how her aunt
had narrowly escaped being in a terrible rail-
way accident, and asked if he did not regard
that as an indirect intimation of Providence. "I
can't say; I didn't know your aunt." A vicar
once asked if he might accept a second living in
plurality. "How far from the present living?"
queried the then bishop drily. "About six miles
as the crow flies," replied the applicant per-
suasively. "But you're not a crow; you can't
fly; and you shan't have it." And the inter-
view ended.

Another story hinges upon the fact that Dr.
Goe, formerly rector of St. George's, Blooms-
bury, and afterwards Bishop of Malabar, was
the possessor of two very curious Christian
names, Field, Flowers. This reverend gentle-
man in his salad days, so it is said, was ploughed
for smalls. Dr. Temple was among the
examiners, and when the unfortunate young
man came up to learn his fate, he was thus
addressed by the late Primate: "Field, you're
ploughed; Flowers, you're plucked; Goe, you
can go."

An Old Raggean sends to the *Daily
Chronicle* the following startling tribute to the
deceitful and which Temple's powerful character
and high principles had unconsciously established
upon the school:—"I have not forgotten and I
hope I never shall forget Temple's last
sermon (on December 12, 1899) in the old
Rugby School Chapel, which was demolished
soon after he left for Exeter. Never before
had the place seen such a congregation. 'Old
Rags' turned up from all parts of the country,
and even from the Continent. The long oak
benches somehow held nearly double the number
for which they were intended, chairs blocked
every aisle, and distinguished men accepted the
hospitality of the organist in his 'loft.' The
next day the Master spoke again, standing on a
chair in the corner of the Quadrangle. In its
way it was a more impressive sermon than that
which he had spoken from the pulpit. When
he had finished we tried to cheer but it was in
vain. We could only crowd round him, and
each in turn press his hand."

There was some thing in keeping with the
man, his plainness and directness, in the
departure of the funeral cortege of the late
Archbishop from Lambeth Palace. Since Dr.
Temple's decease the flag of St. George's red
upright cross on white ground has been flying
at half-mast from the grey church tower; and
yesterday, with an absence of mere sentiment
worthy of the occasion, Mrs. Temple ordered it
to be set at full height in tribute to the joyful
character of the day. It is just the thing the
Archbishop would have wished to be done. The
route chosen to reach Victoria station was not
the statorial one over Westminster Bridge; and
under the shadow of the Abbey. It would have
made occasion for much moralising, the passing
of an Archbishop's ashes alongside the historic
fane of Westminster. It seems only yesterday
that he was delivering the afternoon address there
on Confessor's Day, when he might have said
some characteristic things on the new Deanery
appointment, and contented himself with a
short quiet homily on the work of the Church
man at home and abroad. There were plenty
of Bank Holiday spectators to have done justice
to a great event, but they passed over the main
bridge unconscious for the most part that
there was anything afoot. But outside Lam-
beth Palace, from noon onwards, a respectful
few had gathered to witness the mournful
departure, and this sprinkling had grown into
a crowd by two o'clock. As they waited the
gulls fluttered around Lambeth Bridge, and
one gazed on the walls of the House of Lords,
remembering the Archbishop's last speech
there, a scene which has been so fitly paralleled
with the collapse of Cranham a century and a
half ago.

MERELY A REMINDER.
Bear in mind that Perry Davis' Painkiller is
just as good for internal as for external troubles.
It will stop the agonizing cramps in the bowels
which follow exposure to cold and wet when
taken internally, and will cure strains, sprains
and bruises when applied externally. It should
be administered in warm water, slightly
sweetened. There is but one Painkiller, Perry
Davis'. [2598-8]

NOTICE.
THE CHUNG WAI STABLE AND
HORSE REPOSITORY.

THE above Stable, situated at the East
end of Race-course (Wanchai-chung
Village), has always on hand all kinds of
First-Class CARRIAGES, DOG-CARTS,
&c., &c. for Hire, and excellent accommodation
for keeping horses.

PRICE VERY MODERATE.
Office Telephone No. 109.
110 YUK KWAN,
Proprietor.
Hongkong, 27th January, 1903. [362]

ON SALE.

"MOUNTINGS OF THE NAVAL
GUNS and their Subsequent Use
with the
"LADYSMITH RELIEF COLUMN."
Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N. &c.
and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. Terrible).
The book is printed on art paper, and illus-
trated with coloured maps and sketches.
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POWELL'S BLACK SUEDE GLOVES FOR EVENING
WEAR, \$2.25 PER PAIR.
DENTS' WHITE PARIS CASTOR FOU L-BUTTON, STITCHED
WHITE OR BLACK, \$1.25.

THE ABOVE ARE BEING CLEARED BELOW COST AND
ARE THIS SEASON'S STOCK.

W. M. POWELL, LD.,
GENERAL DRAPERS,
34, QUEEN'S ROAD, OPPOSITE POST OFFICE.

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IN PATENT AIR-TIGHT TINS.

CAPSTAN TOBACCO
IN PATENT AIR-TIGHT TINS.

THREE STRENGTHS:
MILD, MEDIUM AND FULL.

THESE BRANDS ARE ALWAYS RELIABLE.
TOBACCO IN FINE CONDITION IN ALL CLIMATES.

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BRITISH-AMERICAN TOBACCO
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DYNAMITE,
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DETONATORS, SAFETY FUSE,

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Sashara Tsukakuro, Yoshinotani, Yoshio, Yunkobara, and other Coals.

N. INUZUKA, Manager, Hongkong.

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FOOD**

For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.

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A. LING & CO.,
68, QUEEN'S ROAD CENTRAL.

FURNITURE STORE,
FASHIONABLE CENTRE CARPETS
ELECTRO-PLATE, LIQUOR FRAMED
and FOOCHOW LACQUERED WARE.
Hongkong, 31st October, 1902. [365]

THE HONGKONG ICE COMPANY, LD.,
have new 4,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods
WM. PAULANE, Manager.
Hongkong, 18th November, 1901. [65]

CARTRIDGES.
IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE
and KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 888G. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [1152]

A NEW MAGAZINE (Published Quarterly)
"THE EAST OF ASIA."

CONTAINING Articles of Special Interest
Profusely Illustrated, descriptive of the
People, Customs, &c., of the Far East.
Price
At Messrs. KELLY & WALSH, LD.,
Hongkong.
Hongkong, 13th December, 1902.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong, B, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are marked C, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	MANILA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-day, at 4 P.M.
LONDON & ANTWERP, VIA SINGAPORE, &c.	TELEMACUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 14th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	DIOMED	Brit. str.	—	W. Hayward	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd March.
LONDON & ANTWERP, VIA SINGAPORE, &c.	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th March.
LONDON & ANTWERP, VIA SINGAPORE, &c.	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st March.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	J. W. Vale	NIPPON YUSEN KAISHA	On 20th March.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SALAZAR	Fren. str.	—	Aubert	MESSAGERIES MARITIMES	On 7th inst. at Daylight.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SANGAI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 9th inst. at 1 P.M.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PERSEUS	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
LONDON & ANTWERP, VIA SINGAPORE, &c.	DARSTADT	Ger. str.	2 m.	G. M. Peters	MELCHERS & CO.	On 28th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	AMERICA	Ger. str.	—	Duckstein	HAMBURG-AMERIKA LINE	To-morrow, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	WURZBURG	Ger. str.	—	r. Binzer	HAMBURG-AMERIKA LINE	On 5th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	C. F. LAEISZ	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINE	On 10th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	BAMBERG	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINE	On 16th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	ANDALUSIA	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINE	On 24th March.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KONIGSBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINE	On 10th March.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SAMBIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINE	On 21st April.
LONDON & ANTWERP, VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Colledani	SANDER, WEBER & CO.	On 14th inst. P.M.
LONDON & ANTWERP, VIA SINGAPORE, &c.	HINDUSTAN	Brit. str.	—	—	DODWELL & CO. LD.	About 4th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	INDRADO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 10th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	GHARATAR	Brit. str.	—	—	SHAW, TOMES & CO.	On or about 14th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	ANDALUSIA PACIFIC R. CO.	On 11th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	YANCOUVER	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 25th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PELAGIA	Brit. str.	—	F. G. Parington	DODWELL & CO. LIMITED	On 7th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	RIOMARU MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 10th inst. at 4 P.M.
LONDON & ANTWERP, VIA SINGAPORE, &c.	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 21st inst. at 4 P.M.
LONDON & ANTWERP, VIA SINGAPORE, &c.	INDRAPURA	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 25th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	AUSTRALIAN	Brit. str.	—	Holms	GIBB, LIVINGSTON & CO.	On 5th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KASUGA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
LONDON & ANTWERP, VIA SINGAPORE, &c.	BOMBAY MARU	Jap. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 22nd inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CHANGSHA	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KAMAKURA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KANAKA MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KANAKA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KANAKA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 27th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	TAMU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP, VIA SINGAPORE, &c.	TIENSTIN	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On or about 6th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	ANNAM	Fren. str.	—	Girard	MESSAGERIES MARITIMES	On or about 9th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PREUSSEN	Ger. str.	—	E. Prehn	MELCHERS & CO.	Quick departure.
LONDON & ANTWERP, VIA SINGAPORE, &c.	BENGAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 15th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	DAI MARU	Jap. str.	1 m.	T. W. Groves	OSAKA SHOSEN KAISHA	On 8th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSEN KAISHA	To-morrow.
LONDON & ANTWERP, VIA SINGAPORE, &c.	HANCHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAPELLE & CO.	On 10th inst. at 10 A.M.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KAI ONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	LOONGSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
LONDON & ANTWERP, VIA SINGAPORE, &c.	ROHILLA MARU	Jap. str.	2 m.	E. P. Bishop	TOYO KISEN KAISHA	To-day, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	DIAMANTE	Brit. str.	—	A. H. Nottley	SHAW, TOMES & CO.	To-day, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	I. DE LA RAMA	Amr. str.	—	F. Such	Hijos de I. de la Rama	On 5th inst. at 4 P.M.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KHAYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	ZAFIRO	Brit. str.	2 m.	E. Rodger	SHAW, TOMES & CO.	On 6th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SIBIRIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	TSINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	LIGHTNING	Brit. str.	—	J. G. Spence	DAVID SASSON & CO. LD.	On 7th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CAPRI	Ital. str.	—	Belsito	DAVID SASSON & CO.	On 13th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 24th inst. at Noon.

SHIPPING.

ARRIVALS.
Feb. 1. LORDES, Norw. str. 757. H. Meyer, Wulu etc. Chinkiang 25th Jan. Rice, Melchers & Co.
Feb. 1. QUANG, French str. 707. Martins, Saigon 27th Jan. Rice—BRADLEY & CO.
Feb. 1. I. DE LA RAMA, Amr. str. 650. F. Such, Manila 29th Jan. General—ORDER.
Feb. 2. ANABA, Danish str. 1,158. S. B. Cortez, Saigon 22nd January, Rice—CHINESE.
Feb. 2. ANABA, Russian cruiser, 8,500. Reitzschel, Pulo Sambar 25th Jan.
Feb. 2. DUMED, British str. 3,000. Thompson, Liverpool 18th Dec. General—BUTTERFIELD & SWIRE.
Feb. 2. EMMA JAYNES, German steamer, 1,110. Martins, Saigon 28th Jan. Rice—BAIT ASIATIC TRADING CO.
Feb. 2. GLENOC, British str. 2,350. G. E. Warner, U.K.C. Tacoma via Moji 29th Jan. Flour—DODWELL & CO. LD.
Feb. 2. HINDUSTAN, British str. 2,338. F. Littleholes, Hongkong 28th Jan. General—DODWELL & CO. LD.
Feb. 2. MARIE JENSEN, German str. 1,771. H. Herdixen, Singapore 24th Jan. Rice—JENSEN & CO.
Feb. 2. NASHAN, British str. 1,200. M. Wall, Saigon 28th Jan. Rice—BRADLEY & CO.
Feb. 2. P. H. G. (German str. 1,011. Menzies, Hongkong 25th Jan. Rice—BUTTERFIELD & SWIRE.
Feb. 2. SHIRAN, British str. 845. A. Jones, Saigon 28th Jan. Rice—BRADLEY & CO.
Feb. 2. TAILER, German str. 939. Michael, Saigon 22nd January, Sugar—MEYER & CO.
Feb. 2. VERONA, German str. 3,038. H. N. Spies, New York 13th Nov. General—CARLOWITZ & CO.
Feb. 2. ZAFIRO, British str. 1,611. R. Rodger, Manila 18th January, General—SHAW, TOMES & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
2nd January.
3rd February.
Aperade, German str. for Hoihow.
Beude, British str. for Singapore.
Carl Diederichsen, German str. for Haiphong.
Haitan, French str. for Hoihow.
Hanyang, British str. for Canton.
Loden, Norwegian str. for Canton.
Sabine Richards, British str. for Palembang.
DEPARTURES.
1st February.
HIKOSAN MARU, Japanese str. for Katschin.
2nd February.
BENLEDI, British str. for Louon.
GREENFALLOCH, British str. for Amoy.
HANFANG, British str. for Canton.
Lodew, Norwegian str. for Canton.
MALTA, British str. for Shanghai.

VESSELS IN DOCK.

2nd February.
ABERDEEN DOCKS.—Pleades, Bink Thuan.
Kowloon DOCKS.—H. G. M. S. Lika, Kin-shan, Vigilante, Heinrich Menck, Compagnie des Philippines, Sherman, Empress of India, Sang-kang, Tulu.
METROPOLITAN DOCK.—Mausang, Petcha-luri.
HIGH-CLASS CHRISTMAS CAKES.
CAKES, decorated ... from \$1.00
Plain Christmas Cakes ... 0.60
German End Cakes ... from \$1 to \$5.00
Assorted Pastry Cakes ... per dozen 0.60
Scottish Buns ... from 1.50
Fruit Buns ... 2.00
Mince Pies ... per dozen 2.40
Chicken and Ham Pies ... from 3.00
Chicken and Ham Patties ... 2.40
Game Pies ... from 2.00
Larks and Puddings, &c., to order.
Please apply to WEISMAN & CO., 142, Praya East, ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL ASSURED WATER DEPOT, Ice House Street.
Hongkong, 15th December, 1902. [117-1]

VESSEL ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.
"HAICHUNG."
Captain Hodgins will be despatched for the above ports TO DAY, the 3rd February, at 10 A.M.
For Freight or Passage, apply to DOUGLAS LAPELLE & CO., General Managers.
Hongkong 28th January, 1903. [137]



TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.
THE Company's well-known Steamship
"ROHILLA MARU."
3,800 Tons, Capt. E. P. Bishop, will be despatched for MANILA TO DAY, the 3rd February, at Noon.
To be followed by the "ROSETTA MARU" on the 8th February.
Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 29th January, 1903. [138]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG."
Captain Weigall will be despatched as above TO DAY, the 3rd February, at 4 P.M.
This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 30th January, 1903. [139]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"AUSTRALIAN."
Captain Helms will be despatched as above on THURSDAY, the 5th February, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in state rooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 14th January, 1903. [134]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
1903

R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 11th Feb.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 25th Feb.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 11th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 18th Mar.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 1st April
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 6th May
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 13th May
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey as compared with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.
SPECIAL RATES (First class only) granted to Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. S. BROWN, General Agent.
10, Queen's Street.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
* PLEIADES	F. G. Parington	3,753	February 7th
* SHAMUT	W. M. Smith	9,606	February 17th
* VICTORIA	J. Egan	4,417	March 10th
		8,502	March 17th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.
Hongkong, 20th January, 1903. [17]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 7th Feb. at DAYLIGHT.
RIOMARU MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 10th Feb. at 4 P.M.
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 13th Feb. at DAYLIGHT.
SANUKI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st Feb. at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 24th Feb. at NOON.
BOMBAY MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Feb. at NOON.
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Feb. at 4 P.M.
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 27th Feb. at DAYLIGHT.
KUMANO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 27th Feb. at NOON.
KAWAOKA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Feb. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.
A. S. MIHARA, Manager.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* DARMSTADT	...	WEDNESDAY 4th Feb. 1903.
* STUTTGART	...	WEDNESDAY 18th Feb. 1903.
* PREUSSEN	...	WEDNESDAY 4th Mar. 1903.
* HAMBURG	...	WEDNESDAY 18th Mar. 1903.
* PRINZ HEINRICH	...	WEDNESDAY 1st April 1903.
* SACHSEN	...	WEDNESDAY 15th April 1903.
* KLAUSCHOU	...	WEDNESDAY 29th April 1903.
* BAYERN	...	WEDNESDAY 13th May 1903.
* BOON	...	WEDNESDAY 27th May 1903.
* PRINZ REG. LUITPOLD	...	THURSDAY 11th June 1903.

* Steamers of the Hamburg-Amerika Linie. * Calling at Amsterdam.

ON WEDNESDAY, the 4th day of February, 1903, at NOON, the Steamship "DARMSTADT," of the Norddeutscher Lloyd, Captain G. M. Peters, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 2nd February. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 3rd February, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 3rd February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

For further Particulars, apply to
HONGKONG, 22nd January, 1903. [15]

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG	On 5th Feb. Freight

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"CHINGWU"	On 8th February.
GLASGOW and LIVERPOOL	"MACHAON"	On 11th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th February.
GLASGOW and LIVERPOOL	"KINTUCK"	On 25th February.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 6th March.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON VIA MARSEILLES	"TELEMACHUS"	On 10th February.
LONDON	"PROMETHEUS"	On 17th February.
LONDON	"DIOMEDE"	On 3rd March.
LONDON	"MACHAON"	On 17th March.
LONDON	"GLAUCUS"	On 31st March.

LIVERPOOL BERTH.		
FOR	STEAMERS	TO SAIL
LIVERPOOL	"DAIDANUS"	On 21st February.
LIVERPOOL	"KINTUCK"	On 20th March.

CONTINENTAL BERTH.		
FOR	STEAMERS	TO SAIL
MARSEILLES and ANTWERP	"PYRRIUS"	On 28th February.

TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, & YOKOHAMA.	"ACHILLES"	On 21st February.

The S.S. "DIOMEDE" has arrived, and leaves for Shanghai to-day.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 3rd February, 1903. [10-12]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAISUI"	On 3rd February.
MANILA, CEBU and ILOILO	"KWEIYANG"	On 6th February.
KOBE and YOKOHAMA	"CHANGSHA"	On 11th February.
MANILA	"SUNGKIANG"	On 12th February.
MANILA	"TSINAN"	On 16th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KAIFONG"	On 17th February.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
* See Special Advertisement.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 3rd February, 1903. [11]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO MOJI, KOREA, PORTLAND, OREGON
AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"INDRAVATI"	4,800	A. E. Hollingsworth	February 25, 1903
"INDRASAMHA"	5,197	H. P. Craven	March 15, 1903
"INDRAVELLI"	4,999	W. E. Craven	April 16, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 27th January, 1903. [14]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
DIAMANTS	1850	A. H. Noley	Manila Direct.	On 3rd Feb., at Noon.
ZAFIRO	2510	R. Rodger	Manila Direct.	On 6th Feb., at Noon.
EUBI	2510	R. W. Almond	Manila Direct.	On 13th Feb., at Noon.
PERLA	1850	J. McGinty		

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 29th January, 1903. [17]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
FOR
TAMSU, VIA SWATOW
AND AMOY
ANPING, VIA SWATOW
AND AMOY

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Puncture at the Customs' water-front premises at Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.
Hongkong, 29th January, 1903. [15]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRADEO."
Captain Easterbrook, will be despatched as above on or about the 10th February.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 8th January, 1903. [18]

NATAL LINE OF STEAMERS.

The undersigned GENERAL AGENTS in China and Japan for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

FOR MANILA, CEBU AND ILOILO.

THE American Steamship

"I. DE LA RAMA,"
Captain F. Such, will be despatched as above on THURSDAY, the 11th inst., at 4 P.M.
This Steamer has superior accommodation for Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
HIJOS DE I. DE LA RAMA,
19, Connaught Road, Praya Central,
Hongkong, 2nd February, 1903. [39]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spruce, will be despatched for the above ports on SATURDAY, the 7th February, at NOON.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 2nd February, 1903. [37]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.
NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 9th February, 1903, at 1 P.M., the Company's Steamship "SALAZAR," Captain Aubert, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 8th February. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 29th January, 1903. [2]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL,"
Captain C. D. Bennett, D.S.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 14th February, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to
L. A. HEWITT,
Superintendent.
Hongkong, 3rd February, 1903. [1]

CHINA NAVIGATION CO., LD.

HONGKONG TO
SYDNEY AND MELBOURNE
VIA USUAL AUSTRALIAN PORTS OF CALL.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TSINAN" leaves on 16th February.
"CHANGSHA" " 7th March.
"CHINGTU" " 4th April.
"TAIYUAN" " 22nd April.

Superior accommodation midships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,

AGENTS.
CHINA NAVIGATION CO., LD.
Hongkong, 3rd February, 1903. [92]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

SS. "CHU KONG" (Captain Mason).
DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
This steamer is the fastest and has superior Cabin accommodation.

FARES:
1st Class... .. \$2.00
2nd " " " " 1.00
3rd " " " " 0.50
Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Street West.
Hongkong, 22nd January, 1903. [319]

HONGKONG-MACAO LINE.

SS. "WING CHAI."

DAILY Departures from Hongkong to Macao at 8 A.M. from Macao to Hongkong at 2.30 P.M. (Sunday included).
1st Class fare (including cabin and servant), \$8; return ticket, \$5.
2nd Class \$2; return ticket, \$3.
3rd Class \$1.
Superior cabin accommodation.
Wharf at Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to
SAM WANG & CO., LD.,
81, Queen Road Central.
Hongkong, 31st January, 1903. [392]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
TRIESTE AND TIENTSIN DIRECT.
CALLING AT SINGAPORE, PENANG, RAN-
GOON, COLOMBO, BOMBAY, ADEEN,
SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings,
Hongkong, 3rd February, 1903. [13]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNVALUED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE

AGENTS.
Hongkong, 9th January, 1903. [208]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PAKLING"
are hereby notified that the Cargo is being discharged into Crut, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at consignees' risk. The Cargo will be ready for delivery from Crut or Godown on and after the 25th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 3rd February will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 3rd February. No Fire Insurance will be effected by us in any case whatever.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th January, 1903. [16]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIPE."

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,
Agents.
Hongkong, 29th January, 1903. [7]

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship

"BENCLEUCH,"
Capt. A. W. Thompson, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 9.30 A.M.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 31st January, 1903. [393]

FROM HAMBURG, PORT SAID, COLOMBO, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA,"
Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-day, 27th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd February, at 3 P.M.
No Fire Insurance will be effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th January, 1903. [375]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"MALTA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be stored out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex S.S. India.
From Australia, ex S.S. Hibernia.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 1st February, 1903. [1]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT."

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,
Agents.
Hongkong, 27th January, 1903. [7]

SANITAS

FLUID
OIL
CRUDE FLUID
POWDER
EMULSION
SOAP
DISINFECTORS
INKALERS
FUMIGATORS

COLORLESS
FRAGRANT
NON-POISONOUS
DOES NOT
STAIN
KILLS ALL
DISEASE
GERMS
OXYGENATES
THE AIR.

Sulphur Crystals - KINGZETT'S
Formic Fumigator - PATENTS.

"HOW TO DISINFECT" Book Free.

THE "SANITAS" CO., Ltd.,
Bethnal Green, LONDON, E.

DISINFECTANTS

SAVARESSE'S
SANDAL
CAPSULES

Not made of Gelatine; most efficacious, because absolutely pure English Oil.

Full Directions. All Chemists.
Insist on Savaresse's.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES.
OF UNIVERSAL POPULARITY.

CARL LUDWIG BREWING
ASSOCIATION, ST. LOUIS.

THE BEER IS LAGERED IN THE WORLD.

This Beer is brewed of best 8 oz Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [374]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONG KONG DAILY PRESS" will be as follows:—
PER QUARTER... .. \$9
PER MONTH... .. \$3
ALFRED CUNNINGHAM,
Manager.
Hongkong, 9th December, 1902. [3302]

NOW READY.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1902. With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong, 25th July, 1902.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES.
\$50 Per Annum.

PRIVATE LINES.
\$100 Per Annum.

NO CHARGE FOR INSTALLATION

N.B.—A special charge is made for lines as more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

Including—
BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
Wire, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATION

ERECTED AND KEPT IN ORDER.
Estimates given for all kinds of Electrical work.
Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., Apply to—
W. STUART HARRISON, A.M. Inst. C.E.,
Manager.
Note Address:—No. 2, Ice House Road, Hongkong, 18th January, 1898.

CAPIOL & STEEL

A Remedy for all irregularities, applied by Rubbing, Massage, or Bathing.

L.S. WATSON & CO., LTD., HONGKONG.
Proprietors.
MARTIN, Chemist, SOUTH CHINA.

SANTAL MIDY

These tiny Capsules—superior to Copaliba, Cubebs, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

LADIES' REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

APTOLINE
(CHAPOTEAUT).

